

to allow all purchasers of vacant lands an addition without charge, in the proportion of six acres for every one hundred purchased. This was given as a compensation for roads and highways that might afterwards be constructed by authority of the State. This custom has continued in all grants of vacant land since that time. The customary acre of Pennsylvania, therefore, in such grants, consisted of 169 perches and six-tenths of a perch; whereas the strict measure of this State makes the acre consist of 160 perches.

The first road through this township was intended to be a great highway for Western emigration. It was built by private enterprise, aided by State appropriation. The Act of Legislature for opening it was passed March 28, 1788. It was to be made sixty feet wide, beginning at Pocono Point, a place near Stroudsburg, and extend north to the State line. It was cut through in 1788-'89, but never thoroughly worked. The State appropriated £1,000 towards it. In this town it followed nearly the route of the present "Belmont and Easton Turnpike," and was called the "North and South Road." From Belmont it proceeded north until it intersected the State line. The "act" also provided for another road, to leave this "at or near Mount Ararat," and to be constructed westward to the mouth of the Tioga river. But as the Susquehanna river, with which the former was connected, furnished so good a substitute for this road, it was never constructed. This was a great and far-reaching project for that early day. It was de-

signed to open a great thoroughfare through the un-settled portions of the State, and, as the "act" says, "conduce to the immediate settlement of an extensive tract of country," and "by communication with other roads already begun, render Pennsylvania the most eligible route for emigrants from the Northern and Eastern parts of the United States." In 1791 the settlers in this town began opening a road to Great Bend. It left the North and South Road nearly opposite Mr. Stanton's house, and proceeded westward, varying from half a mile to a mile south of the present turnpike, which has taken its place. Soon after there was another road, which left the North and South Road from two to three miles south of Mr. Stanton's, and proceeding westward, intersected the road to Great Bend, in the western part of Herrick Township. From the fact that this road intersected the other two in the form of a brace, it was usually called the "Brace Road." It came down into the Lackawanna Valley, near Mr. Benjamin Smith's residence. Many of the settlers of Susquehanna County passed over this road. It was never worked much, and relinquished at an early day. There was another road early made and still in use, which left the North and South Road on the *east* side, about four miles south of this village, and came up by Mr. Silas Kellogg's improvement, passed Mr. Joseph Stearns', and continued north to Mr. John Tiffany's farm, now owned by Mr. Christopher. From this point a road was constructed *westward* to the brow of the hill near Mr. William Wright's residence, then passing south-